



DEPARTMENT OF THE NAVY

COMMANDING OFFICER  
TRARON EIGHT SIX  
390 SAN CARLOS RD SUITE G  
PENSACOLA FLORIDA 32508-5503

IN REPLY REFER TO

TRARONEIGHTSIXINST 13720.1M

N2  
26 JUN 2015

TRAINING SQUADRON EIGHT SIX INSTRUCTION 13720.1M

From: Commanding Officer, Training Squadron EIGHT SIX

Subj: PREVENTION OF FOREIGN OBJECT DAMAGE (FOD)

Ref: (a) COMNAVAIRFORINST 4790.2B  
(b) CNATRAININST 13700.2N  
(c) COMTRAWINGSIXINST 13700.1P  
(d) TRARONEIGHTSIXINST 3710.1AC

Encl: (1) FOD walk diagram

1. Purpose. To promulgate procedures in accordance with references (a) through (d) for an effective Foreign Object Damage (FOD) Prevention Program.

2. Cancellation. TRARONEIGHTSIXINST 13720.1L

3. Application. This instruction applies to all personnel working on or near gas turbine engines.

4. Discussion

a. FOD remains a continuing problem which accounts for the largest percentage of premature engine removals in the Navy. Each of these removals results in needless expenditure of maintenance man-hours and money. Training capability and operational readiness are also reduced.

b. Various and sometimes surprising objects have been drawn into the inlet ducts of jet aircraft by incoming air. Generally, foreign objects may be separated into three categories:

(1) Metal - Includes aircraft and engine fasteners (nuts, bolts, rivets, washers, safety wire, etc.), mechanics' tools (screwdrivers, wrenches, pliers, etc.) and metals (safety pins, wires, etc.)

(2) Stone - Natural (pebbles, gravel, sand, etc.), and manmade (concrete, cinders, etc.)

N2  
26 JUN 2015

(3) Miscellaneous - Ice, organic matter (birds, wood, paper, etc.) and personal articles (hats, pencils, combs, rags, etc.)

c. Primary causes of FOD are poor housekeeping, unprofessional maintenance procedures, and the lack of continuing FOD control training.

d. Areas prone to ingesting of FOD are:

- (1) Hot refueling areas
- (2) Aircraft turn-up area awaiting takeoff
- (3) First 1,500 feet of any runway
- (4) Taxiways
- (5) Ramp parking areas
- (6) Areas in vicinity of Helo OPS

e. The prevention of FOD to engines is the responsibility of every individual attached to VT-86. The human element is our greatest FOD control asset when personnel are properly trained and supervised. All squadron personnel must conscientiously adhere to this instruction and exercise effective techniques to eliminate FOD.

5. Action. All hands comply with references (a) through (d). In addition, the following responsibilities are assigned:

a. Safety Officer shall:

- (1) Oversee the FOD program.
- (2) Make periodic inspections of squadron areas.

b. The Squadron FOD Control Officer shall:

(1) Ensure known or suspected FOD incidents are reported by pilots/mission commanders to TW-6 Safety.

(2) Ensure all aircrew receive FOD indoctrination training.

2 6 JUN 2015

(3) Represent the squadron at periodic FOD council meetings.

c. Pilots/Mission Commanders shall:

(1) Avoid taxiing into another aircraft's exhaust blast or into the propeller wash of reciprocating aircraft.

(2) Comply with taxi intervals as assigned in reference (d).

(3) Promptly report taxiway, runway, or ramp areas surface deterioration and any other FOD hazard.

(4) Remove "Foreign Objects" from the cockpit when departing the aircraft.

(5) Avoid taxiing/turning directly in front of another aircraft, thus decreasing the possibility of FOD due to jet blast.

(6) Report any known or suspected incidents to TW-6 Safety personnel and the VT-86 Safety Department.

d. All aircrew shall:

(1) Inventory personal items (pencils, kneeboard clips, keys, etc.) before and after each flight.

(2) Report any missing items or suspected missing items after flight immediately to Maintenance Control.

(3) Carry only mission essential items on their person during flight.

(4) Inspect intakes prior to and after each flight.

(5) Perform FOD Walkdown in the immediate vicinity of the aircraft prior to man up.

(6) Pay particular attention to FOD conditions at non-military airfields with respect to taxi and start-up on cross-country or in/out flights.

26 JUN 2015

(7) Report any contract maintenance FOD related discrepancies (tools, bolts, rivets, rags or any unprofessional maintenance procedures) to VT-86 Safety.

(8) To the max extent possible, attend regularly scheduled squadron FOD walkdown, typically Monday morning per the flight schedule per enclosure (1).

(9) At no time will any gear be placed on any external aircraft surface.

e. Contract maintenance personnel perform daily morning FOD walkdowns without VT-86 participation. These contractor FOD walkdowns do not relieve VT-86 aircrews from being vigilant for FOD in the hangar spaces or on the flight line. FOD prevention is an all hands evolution that requires constant attention.

6. Recommendations. Recommendations for improvements or changes to the FOD Prevention Program shall be forwarded to the Commanding Officer via the VT-86 FOD Control Officer.

  
W. P. DONNELLY

Distribution:

Electronic only, via VT-86 Website

<https://www.cnatra.navy.mil/tw6/vt86/Instructions.asp>